

LEGEND

Staff Recommendations

- Expressway/Prime Arterial (6.1,2)
- Major Road Series (4.1)
- Boulevard Series (4.2)
- Community Collector Series (2.1)
- Light Collector Series (2.2)
- Minor Collector Series (2.3)
- Local Public Road (LPR)
- Fire Access Road (FA)
- Deleted/Unbuilt Road
- Not Recommended
- Community Proposed Road

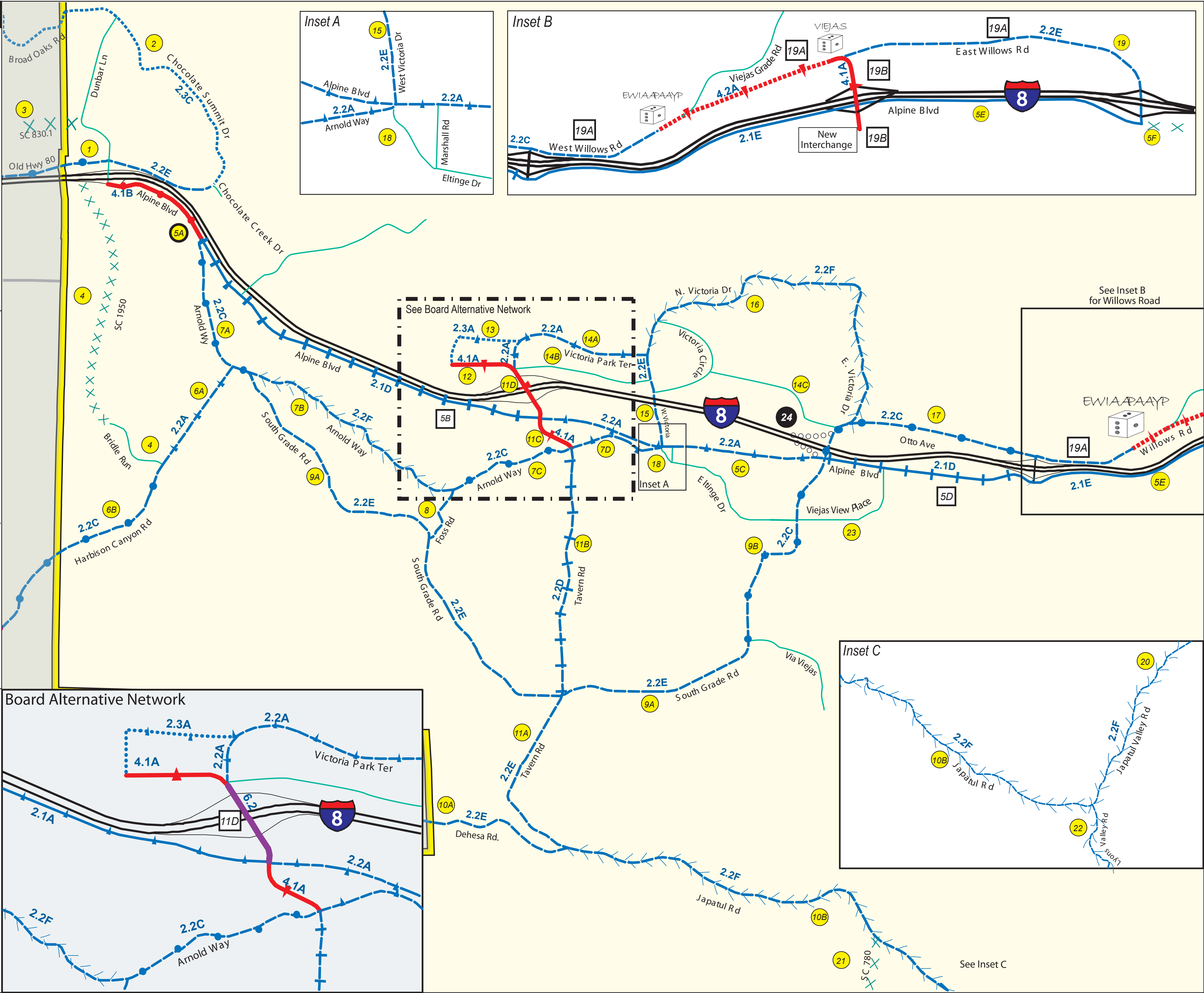
Road Components

- Raised Median
- Continuous Turn Lane
- Intermittent Turn Lane
- Improvement Options*
- Reduced Shoulder
- Proposed CE Roadway Standards

* Passing Lane, Intermittent Turn Lane, Turnouts, Etc.

Matrix Key & Level of Community Concurrence

- Agree
- Minor Disagreement
- Major Disagreement
- No Action



October 17, 2006

Alpine: Proposed CE Road Network

CE Road Segment	Board-Endorsed Network	Rationale
1 Olde Hwy 80 (SC1930) <u>Segment:</u> Entire road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2B Light Collector with Continuous Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 2-lane road with intermittent turn lanes is necessary to operate at LOS D or better
2 Chocolate Summit Drive (SC1930) <u>Segment:</u> Entire road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	Minor Downgrade 2.3C Minor Collector (2 lanes) (Chocolate Creek Road to Community Boundary) AND Equivalent Classification 2.2E Light Collector (2 lanes) (Dunbar Lane to Chocolate Creek Road)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A 2-lane road classification will operate at LOS D or better • <i>Support Land Use Goals</i> – The lower design speed is more appropriate for residential area accessed by numerous driveways
3 SC 830.1 <u>Segment:</u> Entire road <u>Existing Condition:</u> Unbuilt CE Road <u>Current Classification:</u> Light Collector (2 lanes)	Delete CE Road	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A CE road is not needed in this location
4 Bridle Run (SC 1950) <u>Segment:</u> Entire length <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	Remove from CE Network Retain built portion as Local Public Road	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A CE road is not needed in this location • <i>Minimize Environmental Impacts</i> – Road would traverse environmentally sensitive corridor with steep slopes • <i>Build Community Consensus</i> – Extension of road to Alpine Boulevard has strong community opposition

CE Road Segment	Board-Endorsed Network	Rationale
5A Alpine Boulevard (SF 1402) <u>Segment:</u> Dunbar Lane to Arnold Way <u>Existing Condition:</u> 2 lanes plus turn lanes <u>Current Classification:</u> Major Road (4+ lanes)	Minor Downgrade 4.1B Major Road with Intermittent Turn Lanes (4+ lanes) CPG Preference: Downgrade Classification 4.2B Boulevard with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Four lanes are required to operate at LOS D or better • <i>Cost / Environmental Constraints</i> – Widening existing road is preferred over extension of Bridle Run, which would traverse through a preserve
5B Alpine Boulevard (SC 1883) <u>Segment:</u> Arnold Way to Tavern Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<i>Draft Land Use Map:</i> Downgrade Classification 2.1D Community Collector with Improvement Options (2+ lanes) <i>Intermittent Turn Lanes are preferred option</i>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better, but additional right-of-way is reserved if further widening is required in the future
	<i>Board Alternative Map:</i> Same as Draft Land Use Map but Raised Median improvement option is necessary to operate at LOS D or better	
5C Alpine Boulevard <u>Segment:</u> Tavern Road to South Grade Road <u>Existing Condition:</u> 2 lanes with intermittent turn lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2A Light Collector with Raised Median (2+ lanes) <i>Includes proposed reductions in land use intensity</i> <i>Raised median would consist of combination of landscaped areas and turn lanes</i>	<ul style="list-style-type: none"> • <i>Land Use</i> – Widening Alpine Boulevard to four lanes in many areas would adversely impact existing businesses • <i>Build Community Consensus</i> – Planning group does not support widening road to four lanes <p>Note: Proposed classification will operate at LOS E/F (up to be 19.4K ADTs).</p>

CE Road Segment	Board-Endorsed Network	Rationale
5D Alpine Boulevard <u>Segment:</u> South Grade Road to West Willows Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.1D Community Collector with Improvement Options (2+ lanes) <i>Intermittent Turn Lanes are the preferred option</i>	<ul style="list-style-type: none"> <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better, but designation retains right of way if widening is required in the future <i>Community Consensus</i> – Designation changed to increase right of way after Planning Group endorsed the road network, but is consistent with the Group’s goals.
5E Alpine Boulevard <u>Segment:</u> West Willows Road to East Willows Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.1E Community Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better
5F Alpine Boulevard (SC 2005) <u>Segment:</u> East Willows Road to SR79 (Central Mt.) <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> Collector Road (4 lanes)	Delete CE Road	<ul style="list-style-type: none"> <i>Road Capacity / Support Land Use Goals</i> – Low density land uses make construction of a road unnecessary
6A Harbison Canyon Road (SF 1402) <u>Segment:</u> Arnold Way to Bridle Run <u>Existing Condition:</u> 2 lanes plus turn lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2A Light Collector with Raised Median (2+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better. Raised median will increase capacity along the most congested segment of the road and provide for turn lanes into adjacent neighborhoods and the school

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6B Harbison Canyon Road (SF 1402) <u>Segment:</u> Bridle Run to Community Boundary <u>Existing Condition:</u> 2 lanes plus turn lanes <u>Current Classification:</u> Light Collector (2 lanes)	Minor Upgrade 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better
7A Arnold Way (SC 1971) <u>Segment:</u> Alpine Blvd. to South Grade Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Two lanes with intermittent turn lanes are sufficient to operate at LOS D or better, but small segment at South Grade Road will operate at LOS E without additional improvement options
7B Arnold Way (SC 1971) <u>Segment:</u> South Grade Road to Foss Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	Minor Downgrade 2.2F Light Collector with Reduced Shoulder (2 lanes) <i>Five-foot bike lane replacing shoulder</i>	<ul style="list-style-type: none"> <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better <i>Minimize Environmental Impacts</i> – Full width shoulder would adversely impact natural topography and vegetation that contributes to area's rural character
7C Arnold Way (SC 1971) <u>Segment:</u> Foss Road to Tavern Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better

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7D Arnold Way (SC 1971) <u>Segment:</u> Tavern Road to Alpine Boulevard <u>Existing Condition:</u> 2 lanes with intermittent turn lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2A Light Collector with Raised Median (2+ lanes) <i>Includes proposed reductions in land use intensity</i> <i>Raised median would be a combination of landscaped areas and turn lanes</i>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes with raised median are sufficient to operate at LOS D or better • <i>Support Land Use Goals</i> – Widening Arnold Way to four lanes in many areas would adversely impact existing businesses • <i>Community Consensus</i> – Planning Group supports retaining a 2+ lane road
8 Foss Road <u>Segment:</u> Arnold Way to South Grade Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better
9A South Grade Road (SA 370) <u>Segment:</u> Arnold Way to Via Viejas <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better
9B South Grade Road (SA 370) <u>Segment:</u> Via Viejas to Alpine Boulevard <u>Existing Condition:</u> 2 lanes with turn lanes <u>Current Classification:</u> Light Collector (2 lanes)	Minor Upgrade 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes with intermittent turn lanes are sufficient to operate at LOS D or better

CE Road Segment	Board-Endorsed Network	Rationale
10A Dehesa Road (SF 1401) <u>Segment:</u> Tavern Road to Community Boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better
10B Japatul Road (SF 1401.1) <u>Segment:</u> Entire length <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Mountain Road (2 lanes)	Minor Downgrade 2.2F Light Collector with Reduced Shoulder (2 lanes) <i>Five-foot bike lane replacing shoulder</i>	<ul style="list-style-type: none"> <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better <i>Cost / Environmental Constraints</i> – Due to rugged terrain a wider ROW would be expensive to construct and require significant cutting and grading
11A Tavern Road (SA 380) <u>Segment:</u> Japatul Road to South Grade Road. <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Mountain (2 lanes)	Equivalent Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better <i>Cost / Environmental Constraints</i> – Due to rugged terrain a wider ROW would be expensive to construct and require significant cutting and grading
11B Tavern Road (SA 380) <u>Segment:</u> South Grade Road to Arnold Way <u>Existing Condition:</u> 2 lanes with intermittent turn lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2D Light Collector with Improvement Options (2+ lanes) <i>Raised median with additional R.O.W. for right-turn lanes</i>	<ul style="list-style-type: none"> <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better, except portion near Arnold Way <i>Support Land Use Goals</i> – Raised median enhances community character in residential areas

CE Road Segment	Board-Endorsed Network	Rationale
11C Tavern Road <u>Segment:</u> Arnold Way to Alpine Boulevard <u>Existing Condition:</u> 4 lanes with continuous turn lane <u>Current Classification:</u> Major Road (4+ lanes)	Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <i>Road Capacity</i> – Four lanes with a raised median are required to operate at LOS D or better
11D Tavern Road <u>Segment:</u> Alpine Blvd. to Tavern Lane <u>Existing Condition:</u> 2 lanes with turn lanes <u>Current Classification:</u> Major Road (4+ lanes)	<i>Draft Land Use Map:</i> Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes) <i>Includes reductions in land use intensity and development restrictions on industrial land uses with steep slopes</i> <i>Additional turn lanes required between Tavern Lane and westbound I-8 on-ramp</i>	<ul style="list-style-type: none"> <i>Road Capacity</i> – Four lanes with a raised median are required to operate at LOS D or better. Proposed land use changes and development restrictions on steep slopes resulted in a reduction of 9.0K ADTs Notes: <ol style="list-style-type: none"> Small segment between Tavern Lane and the westbound I-8 on-ramp would operate at LOS F without operational improvements Unfunded Caltrans Improvement: Overpass widening (Draft Land Use Map: four lanes; Board Alternative Map: six lanes)
	<i>Board Alternative Map:</i> Upgrade Classification 6.2 Prime Arterial (6+ lanes)	
12 Tavern Lane <u>Segment:</u> Entire length <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Not a CE road	New CE Road 4.1A Major Road with Raised Median (4+ lanes) <i>Continuous Left Turn lane, in lieu of Raised Median is preferred option</i>	<ul style="list-style-type: none"> <i>Road Capacity</i> – Four lanes, along with an expanded road network (New Road 13) are necessary to operate at LOS D or better

CE Road Segment	Board-Endorsed Network	Rationale
13 New Road <u>Segment:</u> Victoria Park Terrace to Tavern Lane <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> None	New CE Road 2.3A Minor Collector with Raised Median (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better • <i>Support Land Use Goals</i> – Raised median enhances community character in residential areas
14A Victoria Park Terrace (SC 1985) <u>Segment:</u> Tavern Lane to West Willows Road <u>Existing Condition:</u> 2 lanes plus turn lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2A Light Collector with Raised Median (2+ lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes with a raised median are sufficient to operate at LOS D or better
14B New Road <u>Segment:</u> Tavern Road to West Victoria Drive <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> None	New Local Public Road	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better • <i>Maximize Traffic Movement</i> – Contributes to providing a parallel route to Alpine Boulevard on the north side of I-8
14C New Road <u>Segment:</u> Victoria Circle to East Victoria Drive <u>Existing Condition:</u> Unbuilt <u>Current Classification:</u> None	New Local Public Road	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better • <i>Maximize Traffic Movement</i> – Contributes to providing a parallel route to Alpine Boulevard on the north side of I-8
15 West Victoria Drive (SC 1990) <u>Segment:</u> Entire length <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	Downgrade Classification 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better

CE Road Segment	Board-Endorsed Network	Rationale
<p>16 North / East Victoria Drive (SC 1990)</p> <p><u>Segment:</u> Victoria Park Terrace to Otto Ave.</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Light Collector (2 lanes)</p>	<p>Minor Downgrade</p> <p>2.2F Light Collector with Reduced Shoulder (2 lanes)</p> <p>West Victoria to Otto Avenue</p> <p><i>Five-foot bike lane replacing shoulder</i></p> <p>AND</p> <p>Minor Upgrade</p> <p>2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)</p> <p>Otto Avenue to Alpine Boulevard</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better, intermittent turn lanes are necessary between Otto Avenue and Alpine Boulevard
<p>17 Otto Avenue</p> <p><u>Segment:</u> Entire length, plus extension to West Willows Road</p> <p><u>Existing Condition:</u> 2 lanes (partially built)</p> <p><u>Current Classification:</u> Local Public Road</p>	<p>Minor Upgrade / New CE Road</p> <p>2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)</p>	<ul style="list-style-type: none"> • <i>Maximize Traffic Movement</i> – Facilitates traffic movement to an alternate interchange (West Willows) to the Tavern Road interchange
<p>18 New Road</p> <p><u>Segment:</u> Alpine Boulevard at West Victoria Drive to Eltinge Drive at Marshall Road</p> <p><u>Existing Condition:</u> Unbuilt</p> <p><u>Current Classification:</u> None</p>	<p>New Local Public Road</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better • <i>Maximize Traffic Movement</i> – Contributes to a parallel route South of Alpine Boulevard between West Victoria Drive and South Grade Road

CE Road Segment	Board-Endorsed Network	Rationale
<p>19A West Willows Road (SC 2000) <u>Segment:</u> I-8 to Viejas Casino <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes) AND East Willows Road (SC 2000) <u>Segment:</u> I-8 to Viejas Casino <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Downgrade Classification 2.2E Light Collector (2 lanes) East Willows interchange to New Road 19B AND Minor Downgrade 4.2A Boulevard with Raised Median (4+ lanes) <i>New Road 19B to Ewiiapaayp</i> AND Downgrade Classification 2.2E Light Collector (2 lanes) West Willows interchange to Ewiiapaayp Casino</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – New interchange is required for a two-lane Willows Road to operate at LOS D or better. Segment of West Willows Road operates at LOS E, but traffic model does not account for effect directional signage would have to divert casino traffic to new interchange • <i>Community Consensus</i> – Designation changes after Planning Group endorsed the road network. Designation is consistent with the Group’s goals.
<p>19B New Interchange / Road <u>Segment:</u> Alpine Boulevard to Willows Road at Viejas Casino <u>Existing Condition:</u> None <u>Current Classification:</u> None</p>	<p>New Interchange Full-diamond interchange AND New CE Road 4.1A Major Road with Raised Median (4+ lanes) <i>Includes I-8 overpass</i></p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – New interchange is required for a two-lane Willows Road to operate at LOS D or better • <i>Support Land Use Goals</i> – Casino traffic has a direct route and does not pass through residential areas <p>Notes: New interchange/overpass are unfunded Caltrans improvements. Viejas coordination is also required</p>

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20 Japatul Valley Road (SF 1401.1) <u>Segment:</u> Japatul Road to Community Boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Mountain (2 lanes)	Minor Downgrade 2.2F Light Collector with Reduced Shoulder (2 lanes) <i>Five-foot bike lane replacing shoulder</i>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better • <i>Cost / Environmental Constraints</i> – Due to rugged terrain a wider ROW would be expensive to construct and require significant cutting and grading
21 Glen Lonely Road (SC 780) <u>Segment:</u> Japatul Road to Community Boundary <u>Existing Condition:</u> Partially built <u>Current Classification:</u> Rural Collector (2 lanes)	Remove from CE Network	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Road is not required as traffic volumes are very low in area it would serve
22 Lyons Valley Road (SA 390) <u>Segment:</u> Tavern Road to Community Boundary. <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Mountain Road (2 lanes)	Minor Downgrade 2.2F Light Collector with Reduced Shoulder (2 lanes) <i>Five-foot bike lane replacing shoulder</i>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better • <i>Cost / Environmental Constraints</i> – Due to rugged terrain a wider ROW would be expensive to construct and require significant cutting and grading
23 Viejas View Place <u>Segment:</u> Entire Length plus extension west to South Grade Road and northeast to Alpine Boulevard <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> None	New Local Public Road	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Recommended road classification would meet forecast traffic volumes at LOS D or better • <i>Maximize Traffic Movement</i> – Provides a partial parallel route to Alpine Boulevard and facilitates access to the West Willows / I-8 interchange

CE Road Segment	Board-Endorsed Network	Rationale
<p>24 New Road</p> <p><u>Segment:</u> I-8 at East Victoria Drive</p> <p><u>Existing Condition:</u> Unbuilt</p> <p><u>Current Classification:</u> None</p>	<p>Status Quo</p> <p>No new interchange</p> <p><i>CPG Preference:</i></p> <p>New Interchange</p> <p>Westbound on-ramp and eastbound off-ramp</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – The proposed half-diamond interchange would reduce trips on Alpine Boulevard by approximately 5K ADTs • <i>Maximize Traffic Movement</i> – Provides an alternate to the Tavern Road interchange that would serve the community • <i>Community Consensus</i> – Highest priority road improvement project for community <p>Note: Staff does not support including this in the Proposed CE Road Network because Caltrans has indicated construction is not very feasible due to necessary design exceptions and lack of right of way. Staff proposes including as an alternative in the EIR.</p>